CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceedings of yesterday, continued from our Fourth Edition :-

WASHINGTON, February 8. Bunnte.

Mr. URESSWELL, of Maryland, introduced a bill to regulate the disposition of the proceeds of fines, penalties and forfeitures incurred under the laws relating to the customs, which provides that there shall be deducted from the same, in addition to such charges as are now authorized by law in cases of forfeiture of goods released on fine, etc., an amount equivalent to the duties, in coin, upon an amount equivalent to the duties, in coin, upon such goods, which shall be credited in the account of the collector as duties received, and the residue be paid into the Treasury, to be distributed by the Secretary as follows: One-half to the United States, one-fourth to the informant, or if no in-States, one-fourth to the informant, or if no informant other than the collector, naval officer or surveyor, then to the United States, and the remaining one-fourth to be equally divided among the three officers named above, or if there be only a collector, then to such collector. In cases when the detection is made by an officer of a revenue cutter, then one-fourth to the United States, one-fourth to the customs officers, and the remainder to the officers of the revenue cutter. The bill also details judicial proceedings in cases of certain also details judicial proceedings in cases of certain also details judicial proceedings in cases of certain frauds, and regulates the withholding of goods by collectors on liens for freightage, etc. Referred to

the Committee on Commerce.
Mr. HARRIS, of New York, introduced a bill extending for three years the provisions of the act entitled "An act for the final adjudication of private land claims in the States of Florids, Louisiana and Missouri, and for other purposes." Approved June 22, 1860. Referred to the Committee

on the Judiciary.

Mr. DIXON, of Connecticut, introduced a bill amendatory of the Post-office law, which provides that when any letter held for postage shall bear upon its face the name and residence of the writer of the same, the postmaster at the mailing office, it it be the place of residence of the writer of the letter, shall immediately place the letter in the box or depository for delivery to said writer instead of to the dead-letter office; but it the place of mailing shall not be the residence of the writer, the post-master shall, after ten days, transmit the letter to the party and place inscribed thereon, charging ordinary postage, and when any letter so inscribe shall for any cause be transmitted to the dead-letter office, such inscription shall be considered a request for the return of the letter to the writer and it shall be so returned at ordinary postage; but if said letter is not called for by the writer within three calendar months, the same shall be returned to the dead-letter office, with a circular stating the fact. Referred to the Committee on Post-offices

Mr. ROSS introduced a resolution that from and after the commencement of the next Congress the publication of the debates of Congress shall be transferred from the Globe to the Chronicle.

Mr. McDOUGALL, of California, objected to the

introduction of the resolution, and it lies over until At one o'clock the bill making appropriations for the Executive, judicial and legislative departments

of the government was taken up.

The question was on agreeing to the amendments made yesterday in Committee of the Whole.

The first amendment upon which a separate vote was demanded was that increasing the salaries of the District Judge of California to \$5000, of Massachusetts New York Parameters in Withows III. chusetts, New York, Pennsylvania, northern Illi-nois, Oregon and Nevada to \$1500, and all others to \$4000; such salaries to be in full for all services, and no extra compensation or travelling expense to be allowed. The amendment was agreed to. A separate vote was asked on the amendment

A separate vote was asked on the amendment fixing the salary of Judges of the Court of Claims at \$5000, and it was disagreed to.

Mr. WADE of Ohio, moved to strike out the words "in the Daily Globe" from the following paragraph: "For reporting and printing the proceedings of Congress in the Daily Globe for the first session of the fortieth Congress, \$21,250."

Mr. TRUMBULL feared that if the contract with the Globe was suddenly terminated Congress.

with the Globe was suddenly terminated Congress might be left without an official organ.
Mr. WADE said his amendment was . WADE said his amendment would not pre vent the carrying out the Globe's contract. It only prevented Congress from tying its own hands in the matter. It might appear, upon investigation, that the work could be done at the public printing office better and cheaper than it was now done a

the Globe office.
Mr. SHERMAN favored the amendment of his colleague. If it was adopted he should offer a pro-position instructing the Committee on Printing to inquire if the work could not be done at the government printing office, or if not, whether it would not be advisable to advertise for proposals, and let the contract to the lowest bidders. Mr. FESSENDEN, of Maine, said the late su-

perintendent of the printing office, Mr. Defrees, was of the opinion that the work could be done at the government printing office at a great saving of money, and the present superintendent was of the Mr. ANTHONY, of Rhode Island, said the pre-

sent and the late superintendent of the printing had told him that the proceedings of Congress could be more cheaply printed at the government office than under the Globe contract.

Mr. YATES, of Illinois, maintained that, on the

old political motto, "to the victors belongs the spoils," the Republican Union party ought to have a printer of their own choosing. The crambs of patronage ought to go to men who were on their side. It would not do to say to him that a man was neutral or was not political. The President did not distribute patronage on that idea, and he Mr. Yates) was for giving this work to some good dical Republican.
Mr. WADE, of Ohio, believed sixty or seventy

thousand dollars a year could be saved by having the work done at the government printing office. He indorsed what Mr. Yates had said as to the distribution of patronage. He felt compelled to main-tain by all means the principles he advocated, and he would take advantage of all the patronage in his possession and give it to his friends.

Mr. CONNESS, of California, thought an investigation would show that the men who did the

most work got the least pay in this matter of con-gressional reporting. He did not believe the Globe reporters were sufficiently paid.

Mr. HENDRICKS, of Indiana, contended that

the publication of the debates ought to be kept where it was. He replied to the speech of Mr. Yates, denouncing the policy it advocated.
Mr. YATES said Mr. Hendricks seemed surprised at the doctrine expressed by him. He (Mr Yates) had borrowed it from the party with which Mr. Hendricks acted. The principle upon which he wished to act was that upon which any State Legislature acted. Every State Legislature elected a public printer of its own political creed. He proposed that the public printing of the United States should be in the hands of radical Republi-

Mr. FESSENDEN, of Maine, said he had examined the subject since this debate commenced, and he was convinced that the existing contract with the Globe cannot be abrogated by either party

to it without two years' notice.

Mr. JOHNSON, of Maryland, concurred in the views expressed by Mr. Fessenden, and replying to Mr. Yates' speech, he said he should regret ex-ceedingly to see the publication of the debates of

Congress transferred to a party newspaper.

The amendment of Mr. Wade was not agreed to.
Mr. FESSENDEN moved to amend the paragraph above quoted by striking out the words "for the first session of the Fortieth Congress." Agreed

Mr. FESSENDEN offered an amendment giving two years' notice of the abrogation of the contract with the Globe for publishing the debates of Con-

Mr. MORRILL, of Maine, moved to reconsider the vote by which Mr. Wade's amendment to strike out the words "in the Daily Globe" was dis-Mr. SHERMAN, of Ohio, resumed the floor, in

advocacy of the proposition to have the debates printed at the government office. He did not believe two years' notice was required to terminate the contract with the Globe. The contract was an implied one only.
Mr. JOHNSON held that the existing law was

in the nature of a contract, and that no change could be made without two years' notice. Mr. STEWART, of Nevada, favored Mr. Wade's amendment. He was not prepared to discuss the question as to whether the Globe should con-tinue the publication or not, but he wished to leave the subject open so far as further legislation was

Concerned.

The vote on Mr. WADE'S amendment was re-considered, and the amendment was adopted, as

follows: Year-Messrs, Buckalew, Cattell, Chaudler, Cress-Year-Messrs, Buckalew, Crimes, Harris, Howe-Yeas-Messrs, Buckalow, Cattell, Chandler, Cresa-well, Fowler, Frelinghuyson, Grimes, Harris, Howe, Kirkword, Lane, Moryan, Morrisll, Pomeroy, Ramsey, Boss, Sherman, Sprague, Stewart, Sumner, Wade, Williams, Wilson, and Yates-24. Nays-Massrs, Anthony, Oragin, Davis, Doolittle, Foster, Hendricks, Howard, Johnson, McDouwall, Bortoe, Pstterson, Poland, Trumbull, and Van Win-tle-14.

SHERMAN offered an amendment direct ing the Committee on Printing to receive proposals for printing the debates, and to report whether it would be more expedient to have the work done at the government printing office, to let it to the lowest bidder, or to continue the present arrangement with the Globe.

Mr. SHERMAN, of Ohio, subsequently, by request, withdrew the above.
Mr. POLIAND, of Vermont, offered an amendment increasing the salaries of the Judges of the Court of Claims to \$4500 per annum. Disagreed to.

The bill was then read a third time and passed, and it goes back to the House for concurrence in Mr. WADE then called up the bill to admit Ne-

brasks, spon which the question was, shall the bill pass, the President's objections notwithstand-Without debate the question was decided, year I, nays 9, as follows:

31, nays 9, as follows:
Yeas—Messrs. Anthony, Brown, Chandler, Cragin,
Creswell, Fogg. Fowler, Frelinghuysen, Grimes,
Harris, Henderson, Howard, Howe, Kirkwood, Lane,
Morrill, Poland, Pomeroy, Bamsey, Ross. Shorman,
Sprague, Stewart, Sumner, Trumbull, Van Winkle,
Wade, Willey, Williams, Wilson and Yates—31.

Nays—Messrs. Buckalew, Davis, Doolittle, Foster,
Hendricks, Morgan, Borton, Patterson and Saula So the bill was passed over the President's veto,

and goes to the House.
Mr. WADE moved to take up the Colorado bill, but subsequently withdrew the motion.
Mr. GRIMES called up the bill to locate the iron-clad depot at League Island, but without debate or action thereon the Senate went into Executive session, and soon after adjourned.

House of Representatives.

Mr. CLARKE, of Kansas, moved that the Committee on Agriculture be instructed to inquire into the expediency of providing for the appointment of a commission to investigate the nature, causes and results of what is commonly known as Span-ish fever, or Texas cattle disease. Agreed to. Mr. BALDWIN asked leave to offer a resolution

instructing the Committee on Rules to inquire into the expediency of so amending the Rules as to proride that when on a call of the House, after eight clock in the evening, it is found that a quorum is ot present, the House shall immediately adjourn to meet next day at twelve o'clock. Objection was

The House then resumed the debate on the bill reported by Mr. Stevens, from the Reconstruction Committee, to provide for the more efficient government of the insurrectionary States.

Mr. SHANKIJN, of Ky., addressed the House

in defence of the Constitution and of republican principles of government, but said the bill was more dangerous to the civil rights of the people than any measure that had ever been presented to any deliberative body in any republican form of government. If such enormous outrages on the people as were attempted in this bill, in the Freedmen's Bureau bill and in the Civil Rights bill, were persisted in, it would not be long till the people would burl from their places of power the advocates of such measures, and put in their places those who would appreciate more highly

the rights of citizens.

Mr. THAYER, of Pennsylvania, followed in

Mr. THAYER, of Pennsylvania, followed in support of the bill.

Mr. HARDING, of Illinois, expressed his hearty accord and agreement with the rentiments expressing the objects and purposes of the bill.

Mr. HERLIABARGER, of Ohio, next took the Root to explain the reasons why he should vote for this measure. If he agreed with the other side of the House as to the state of facts, and as to the state of law resulting therefrom in which the country found itself, he would agree with them also that this bill was a monstrous proposition.

Mr. DAWES, of Massachusetts, understood that his bill was resulting the general of the army; but he asked what was there in the bill to hinder the President of the United states from removing the officer who might be selected by the general commanding the army, and appoint in his place another officer who might defeat the very objects of the bill.

Mr. SHELLABARGER admitted that the President could do so, but he called attention to the fact that Congress again and sagain had passed such legislation, and to the fact that if the President wantonly abused his power he would be liable to impeachment.

Mr. HITCHEKES, of New York, complained that this Congress had taken no step in advance in relation to the protection of the people of the scuthern States, nor had obeyed the mandates of the people at the last election; and if Congress adjourned without doing so, all hope would be gone. He advocated the placing of the southern territory under military control, but he thought the law sufficiently covered that matter at present, if the President had not, by his construction of the have defeated it.

Mr. GRISWOLD, of New York, said that as he headed.

f the law, defeated it.

Mr. GRISWOLD, of New York, said that as he Mr. GRISWOLD, of New York, said that as he should feel constrained to vote against the bill he feet it his duy to state the reasons which occurred to his mind for that action. He should regret it because he would be differing in opinion with those who he believed had at heart the best interests of the whole country. He fully sympathized with the objects aimed at by the till, and appreciated the condition of things at the south, but it seemed to him that the provisions of this bill led to g eater da gers than were justified by the evils sought to be corrected. This was a tremendous stride, it subjected ten millions of the people who had once been a part of this common country, and who were again to be united in controlling its destinies, to having all their rights of life, liberty and property placed under the exclusive and unqualified control of a mere military captain.

Mr. Raymons held that war, in every local sense

perty placed under the exclusive and unqualified control of a mere military captain.

Mr. Baymond held that war, in every legal sense of the word, in the sense of the Constitution, in the sense of the law, in the sense in which it was used by every writer on law, had ceased in the south. It had ceased by proclamation authorized by law, and a state of peace had succeeded to it. It could not be, therefore, on the ground that war existed there that Congress had a right to suppend the habeas corpus. The case was made specific by the language of the Constitution. The writ of habeas corpus may be suspended when in cases of invasion or rebellion the public safety may require it. There was here no invasion of the south, no rebellion in the south, in the sense which threatened the public safety. Private rights were jeopardized at the south, and the safety of life and property was at hazard, but it would have to be by a strained and forced construction that it could be threatened the public safety. Private rights were jeopardized at the south, and the safety of life and property was at hazard, but it would have to be by a strained and forced construction that it could be said that the public safety was so far endangered as either to constitute a state of war or to authorize the suspension of the writ of habeas corpus. He mentioned this to show that he did not think there had occurred an emergency instifying a resort to that extreme remedy of the Constitution. The gentleman from Fennsylvania (Mr. Thayer) had said that the people had decided that the government of the southern States was to be regulated by the Representatives of the people. He admitted that, but he saked whether army officers were the proper representatives of the people of the country represented in Congress could enforce their will except by delegating absolute and unrestricted power to an officer of the army. Certainly it had never been thought so until quite recently.

The army had not been considered the fountain and origin of authority. Until quite recently in our history the army had always been considered the arm of the government, its right had—the executive authority emanating from the civil power. Was tacee a necessity for reversing that state of things now? He knew of no obstacle to the establishment of civil anthority in the southern States on such a basis as Congress deemed wise and just. That civil authority would be entitled, in case of resistance to it, to the aid of the army to execute is decrees.

Mir. GARFIELD, of Ohio, took the floor in suppor of the bill. Referring to the proposed constitutions amendment, he declared that so magnamimous a proposition had never been submitted by sovereignty to rebels since the day when God saved sinners through his Son. That merciful proposition had been spurned by each of the rebel States, and flung back in the teeth of Congress with contempt. For them, so far as he was concerned, the door of mercy was now closed forever, locked and the key thrown away, an

question.

Mr BANKS asked Mr. Stevens for permission to make a remark, while Mr Eldridge was appealing to him from the Democratic side of the House.

At this moment the members were manifesting intense interest, and were gathering around in the neighborhood of Messrs. Banks and Stevens, and the excitement seemed to be shared by the spectators in the orowded galleries.

Mr. BANKS, having obtained permission from Mr. Stevens, asid:

Etsvens, said:
Mr. Speaker: I would not oppose a vote by the House on this question at this time if I did not think there was an opportunity to do more toward the settlement of the difficulties in which the country is invoived man

we are doing at this time.

I believe that a day or two devoted to the subject of reconstruction of the government will bring us to a solution in which we shall agree; in which the two honses shall agree; in which the people of the country will sustain us, and in which the President will give is his support.

I ask the gentleman from Pennsylvania to devote a day or two to the question of reconstruction of this government, leaving the administration question go for a little time. We will give him time to consider them all. I hope the gentleman will allow that debate, or if he does not, that the House will not sustain the

revious question. Mr. ELDRIDGE made an appeal on behalf of the members on the Democratic side, who wished to glace on record their protest against this measure, knowing that the decree had gone forth for the passage of the

that the decree had gone forts for the passage of the bill.

Mr. STEVENS, referring to Mr. Banks, said sneerin, ly—Mr. Speaker, I have not the advantage which the distinguished gentleman from Massachusetts has of the secret harmony between the President and the Congress of the United States, within a few days. If had the advantage, I do not know what effect it would have upon me. Not having it, I cannot, of course, act upon it. I should be very glad to afford time to give the gentleman from Wisconsin (Mr. Eldridge) and others an opportunity for discussion; but the question of reconstruction has been already discussed. I do not know that the decree has gone forth that the bill is to pass.

know that the decree has gone forth that the bill is to pass.

Mr. ELDRIDGE—I only supposed so.

Mr. STEVEND—I have seen enough of this House; and I have heretofore noticed it is demoralized too far; (laughter) that there is not enough of the suirit that sent us here to carry out the will of the people, and perfect the legislation which the people expact. I have, therefore, no sanguine hope that this bill will be forced upon the country or upon gentiemen. There are no words or letters in the bill. (alluding to Mr. Birgham's criticism of it) from the first through the whole alphabet, which some friends object to, and carp at, and make en excuse for their attacking it.

I was quite sure when the last hill of reconstruction was before the House that its commitment to the Committee, to which it was sent, would be its death. That was a civil bill, proposing a civil government for the south. It was object lonable. I know not wby, to a very large number of gentlemen, and it went to the tomb of the Capulets. We have attempted in this bill to give protection as a police matter to the southern States, and to prevent morders, robberies, exiles and slavery there until we can have time to form civil in stitutions more in conformity with the genius of the stitutions more in conformity with the genius of the

and presenting has directly being assessed to the

government. I know not whether it is the desire of the House to pass any such bill, to disperse, go home, and leave the President to triumph.

I am quite sure that much of the opposition on both sides of the House comes from a modification of views coinciding with the President's views, and that his arguments have caused many gentlemen to believe that his theory is the true one. (Great excitement among the members, most of whom were standing in order the bester to hear.)

I am unable to learn to what extent that has prevailed, but after the previous question shall have been voted upon I shall be better satisfied as to whether it is worth while to proceed any further in any attempt by Congress to resist the power of the President, or whether it is our duty, like humble Christians, to submit to the power that has conquered us, and allow the southern people to remain in their present condition. I hope the previous question will be sustained, and I now move it.

Mr. BANKS said that the alington which the gentle-

I hope the previous question will be gustained, and I now move it.

Mr. BAKKS said that the allusion which the gentleman had made to him justified him in asking a moment's time.

Mr. STEVENS signified that Mr. Banks might go on.

Mr. BANKS—In the remarks which I made I had no allusion to any negotiation with the President. The gentleman from Ponnsylvania knows more of his opinions than I do, and will yield to his policy much sconer than I shall. I shall speak in good faith to the House, asking for time to debate this question. The reason for it is based on the simple idea, which every member can understand, that the measures which he proposes, and one of which is now before the House, spend for their efficacy on being enasted by two-thirds of the two houses against the Executive branch of the government.

I repeat my expression of belief that we can, before this session closes, come to such a conclusion as will compal the Previous of the United Systems of the proposes.

I repeat my expression of belief that we can, before this session closes, come to such a conclusion as will compel the President of the United States to sustain us in our action, or as will justify us in adopting another course if he requese. I have no negotiations with the President, and do not know his opinions, and in the vote which I shall give on this question neither the gentleman from Pennsylvania, nor any other, has a right to assume that I accept the President's policy in the slightest degree.

At the suggestion of Mr. SCHENCK, Mr. Stevens consented to strike out the word "regular" before the word "army." in the bill, as there was only one U.S. army.

S. army.

The House proceeded to vote by tellers on seconding previous question, the Democrats voting solidiy instit, with a sufficient support from the Resubi-to make the negative vote 93 against the affirmais to make the negative vote 35 against the vote of 61.

The result seemed to give more than the usual satisfaction to the winning side. The effect of the vote was simply to leave the bill open to discussion.

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WINTER ARRANGEMENT.
NINE DAILY TRAINS.
On and siter TUESDAY, January 1, 1867, Passenger trains leave the New Depot, corner Berks and American sire is, daily (Sundays excepted), as follows:—At7.45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad connecting at Bethlehem with Lehigh Valley tellroad for alientown. Catasanqua, Statington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pitston, and all pomys in Lehigh and Wyoming valleys: also, in connection with Lehigh and Myoming valleys: also, in connection with Lehigh and Mahanoy Railroad for Mahanov City, and with Catawissa Kailroad, for Rupert, Danville, Milton, and Williamsport Arrive at Mauch Chunk at 12.05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 12.55 P. M., for Kaston and points on New Jersey Central Hailroad to New York.

At 3 A. M.—Accommodation for Doylestown, stopping At 9 A. M. - A commodation for Doylestown, stopping

at all intermediate stations. Passengers for Willow Grove, Hatboro', and Hartsville, by this train, take the Stage at Old York road. At 10-15 A. M.—Accommodation for Fort Washington, At 10-13 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 2-35 P M.—Accommodation for Doviestown, stopping at all intermediate stations. Passengers take Stage at Doviestown for New clope. ping at all intermediate stations. Passengers take Stage at Loylestown for New crope.

At 3 45 P. M.—Evening r xpress for Bethlehem and principal stations on the North rennsylvania Railroad making close connection at Bethlehem with Lehigh Valley train for Ea-ton, reaching there at 645 P M. Passengers for Plainfield. Somerville, and other points on New Jersey Central Railroad, take New Jersey Central train at Easton, which arrives in New York at 10 45 P. M. Passengers for Summeytown take Stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Onakertown.

Wales, and for Nazareth at Bothlehom, and for Greenville at Quakertown.

At 420 P. M.—Accommodation, for Doylestown stopping at all intermediate stations. I assengers for Willow
Grove. [Hathoro, and Barasville take stage at Abinglon: for Lumberville at Doylestown.

At 520 P. M.—Through accommodation, for Bethlehem and all stations on main line of North Pennsylvania
Rairoad connecting at Bethlehem with Lehigh Valley
Evening Train for Allentown, Mauch Chunk, etc.

At 520 P. M.—Accommodation for Lansdale stopping
t all intermediate stations.

At 1130 P. M.—Accommodation, for Fort Washington,
TRAINS ARRIVE IN PHILADELPHIA
From Bethlehem at 915 A. M., 236 and 540 P. M.
2 30 P. M. train makes direct copnection with Lehigh
Valley trains from Easton. Wilkesbarre, Mahanoy City,
and Hazleton.

Passengers leave Wilkesbarre at 130 P. M. connect at

and Hazzeton.

Passengers leave Wilkesbarre at I:30 P. M. connect at
Bethlehem at 615 P. M., and arrive in Philadelphia at

Bethlehem at 6-15 P. M., and arrive in Philadelphia at 8-40 r. M.
From Dovlestown at 8-35 A. M., 5-15, and 7-05 P. M.
From Lansdale at 7-39 A. M.
From Lansdale at 7-39 A. M.
From Fort Washington at 11-50 A. M., and 3-05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Dovlestown at 2-35 P. M.
Dovlestown to Philadelphia at 4 P. M.
Bethlehem to Philadelphia at 4 P. M.
Bethlehem to Philadelphia at 4 P. M.
Fifth and sixth streets passenger cars convey passengers to and from the new depot.
White cars of "econd and Third streets line and Union fine run within a short dis ance of the depot.
Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare. o secure the lowest rates or fare ELLIS CLARK, Agent Hillman's Baggage Express will call for and deliver Baggase at the Depot Office No. 113 South THIRD Street.

FERTILIZERS.

BAUGH'S RAW BONE SUPER-PHOSPHATE OF LIME

The great Fertilizer for all crops. Quick in its action and permanent in its effects. Established over twelver Jeans Supplied by the cargo, direct from the whar of the manufactory, on liberal terms.

Manufactured only by BAUGH & SONS,

flice No. 29 South DELAWARE Avenue Philadelphis.

MISCELLANEOUS.

FITLER, WEAVER & CO., MANUFACTURERS OF Manilla and Tarred Cordage, Cords, Twines, Etc.

No. 23 North WATER Street, and No. 22 North DELAWARE Avenue, PHILADELPHIA.
MICHAEL WEAVER.
2 145 EDWIN H. FITLER, CONRAD F. CLOTHER.

SLATE MANTELS SLATE MANUELS are ausurpassed for Durability, Beaut Strength, and Cheapness. SLATE MANTELS and Slate Work Generally, made to order.

J. B KIMES & CO.

Nos. 2126(and 2128 CHESNUT Street. 912 ARCH STREET. GAS FIXTURES, UNDESCRIPTION OF THE CHANDELIERS, BRONZE STATUARY, ETC. VANKINK & CC. would respect ully direct the attention of their iriends, and the public generally, to their triends, and the public generally, to their public generally, the public generally, the public generally gener herse and elegant assortment of GAS FIXTURES Chandellers, and Ornamental Bronze WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, whi that it to their seventage to give us a call before purchasing else where.

N. B.—Solled or tarmished fixtures refinished with special care and at reasonable prices.

VANKIRK & CO.

C O R N E X C H A N G E

JOHN T. BAILEY & CO.,

BENOVED TO

N. E. corner of MARKET and WATER Streets

Philadelphia Philadelphia.

DEALERS IN BAGS AND BAGGING

Grain, Fiour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand.

Large and small GUNNY BAGS constantly on hand.

2-225)
Also, WOOL SACKS,
JAMES CASCADEN.

WILLIAM S. GRANT,
COMMISSION MERCHANT
No. 37 S. DALAWARE Avenue, Philadelphia,
AGENT FOR
W. Beser & Co.'s Chocolage Cocoa, and Broms.
Crocker Bros. & Co.'s Yellow Metal Sheathing, Bolts and Nells.

COTTON AND FLAX, SAIL DUCK AND CANVAS. Tent Awning Trank, and Wagon Lover Duck. Asso, Paper Manuacturers Drier Feits, from one to seven test wide; Faulins, Belting, Sall Twine etc.

JOHN W. EVERMAN & CO.,
No 103 JONES Alley.

GEORGE PLOWMAN. CARPENTER AND BUILDER. No. 232 CARTER Street, And No. 141 DOCK Street. Machine Work and Millwrighting promptly aftended

A LENANDER G. CATTELL& CO. PRODUCE COMMISSION MERCHANTS NO. 2 N. 67H WATER STREET, PHILADELPHIA ALEXANDER G. CATTELL 276 ELIJAR G CATTELL,

PRIVY WELLS-UWNERS OF PROPERTY-The only place to get Privy Wells cleaned and de-GOLDSMITHS HALL, L BEART Street

BAILROAD LINES.

READING BAILBOAD. GREAT TRUNK LINE FROM PHILADELPHIA.
TO THE INTERIOR OF PENNSYLVANIA.
THE SCHUYLKILL, SUSQUEHANNA.
CUMBERLAND AND WYOMING
VALLEYS,

NORTH, NORTH WEST AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS, OCTOBER 8, 1506,
Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 750 A. M. for Reading and all intermediate Stations. ons. Returning, leaves Reading at 6:30 P M. Arrivesia

At 720 A. M. for Reading and all intermediate stations.

Returning, leaves Reading at 6:30 P. M. Arrivesia Philadelphia at 7:00 P. M.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Bulfaio, Allentown, Wilkesbarre, Pittston, York, Carlisle Chambersburg, Hagerstown, &c.

This train connects at READING with East Pennsylvania Raliroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT CLINTON with the Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c., TERNOON EXPRESS

Leaves Philadelphia at 2:30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Raliroad trains for Columbia, &c., READING ACCOMMODATION

Leaves Reading at 6:30 A. M., stopping at all way stations arrives in Philadelphia at 4:30 P. M.; arrives in Reading at 7:35 P. M.

Trains for Philadelphia leaves Harrisburg at 5:10 A. M., and Pottsville at 8:45 P. M. arriving in Philadelphia at 1:24 P. M. arriving in Philadelphia at 8:46 P. M.

Harrisburg accommodation terves Reading at 5:50 A. M., and Harrisburg at 4:10 P. M. connecting at Reading with Afternoon Accommodation south at 0:50 P. M., arriving in Philadelphia at 8:46 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Reading and all way stations, leaves Reading at 1:30, and Downingtown at 1:30 P. M., for Philadelphia and all way stations, leaves Reading at 1:30, and Downingtown at 1:30 P. M., for Philadelphia and all way stations, leaves Reading at 1:30, and Downingtown at 1:30 P. M. CHESTER VALLEY RALLROAD.

Passengers for Downingtown and intermediate

at 8 A. M. Returning from Reading at 425 P. M. CHESTER VALLEY RAILROAD.

at § A. M. Returning from Beading at 425 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and Intermediate points take the 720 and 835 A. M. and 425 P. M. Gains from Philadelphia, returning from Downingtown at 7A. M. and 1236 noon.

NEW YORK ENPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 and 9 A. M. and 8 P. M., passing Reading at 165 and 1183 A. M., and 128 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, &c. Returning, Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 3 and 936 A. M., and 215 P. M., passing Reading at 449 and 603 A. M. and 125 P. M., passing Reading at 449 and 603 A. M. and 125 P. M., and arriving at New York at 10 A. M. and 235 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 218 P. M. Mail train for Harrisburg leaves New York at 12 noon.

at 12 noon. SCHUYLKILL VALLEY RAILROAD. Trains leave Potraville at 7 and 11:30 A. M., and 7:11 P. M., returning from Tamaqua at 7:36 A. M. and 1:46 A., returning from lamaquata 7.50 A. M., and 140 and 415 P. M., SCHUYLKILI, AND SUSQUEHANNA RAILROAD Trains leave Auburn at 7:50 A. M., for Pinegrove and Harrisburg, and at 150 P. M. for Pinegrove and Tremont. Returning from Harrisburg at 250 P. M., and from Tremont at 7:35 A. M., and 5:25 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Canadas.

The following tickets are obtainable only at the office of S. BRADFORD, Treaturer, No. 22 S. FOURTH Street, Philadelphis, or of G. A. NICOLLS, General Superintendent, Reading.

COMMUTATION TICKETS. At 25 per cent. discount, between any points desired or families and firms.

MILEAGE TICKETS,

for families and firms.

SEASON TICKETS,

For three, six, nine or twelve months, for holders
Only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half price.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fares, to be had only at the Ticket office, at Thirteenth and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new ireight depot, Broad and Willow streets.

I cave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6.P. M. for Reading, Lebanon, Harrisburg, Potts-wille, Port Clinton, and all points beyond.

Close at the Philadelphia Post Office for all places on the road and its branches, at 5.A. M., and for the principal stations only at 2:15 P. M.

FREIGHT LINES FOR NEW YORK AND All the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.
THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o clock P. M. daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day. Returning, the above lines will leave New York at 12 1000, and 4 and 6 P. M.

Beturning, the above lines will leave New York at 12 noon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Raliroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlingten and Mount Holly Raliroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Raliroad, connects at Phillipsburg with the Lehigh Valley Raliroad, and at Manunkacounk with all points on the Delaware, Lackawanna, and Western Raliroad, forwarding to Syracuse, Buffalo and other points in Western New York.

The New Jersey Raliroad connects at Elizabeth with the New Jersey Central Raliread, and at Newark with the Morris and Essex Raliroad

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street, pear the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment. For terms, or other information, apply to

Waltzer FREEMAN, Freight Agent,

1 15 So. 226 8. DELAWARE Avenue, Philadelphia.

1867 -PHILADELPHIA AND ERIERAIL.
ern and Northwest Counties of Pennsylvania to the Oity
of Eris on Lake Erie, and is the most direct route to the
great Oil kegions of Pennsylvania. It has been leased and
it operated by the Pennsylvania Railroad Company.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward-Erie Mail Train, 7A.M.; Erie Express
Train, 120 P. M.; Elmira Mail, 540 P. M. Train, 120 P. M.; Elmira Mail, 540 P. M.; Erle Express
Leave Westward—Erie Mail, 9 P. M.; Erle Express
Train, 12 M.; Elmira Mail, 800 A. M.
Passenger cars run through on the Erle Mail and Express senger cars run tarough on the Eric Mall and Express without change both ways between Philadelphia

and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Erie 10 00 A. M.

Leave New York at 5 00 P. M., arrive at Erie 7 115 F. M.

Leave Erie at 5 30 P. M., arrive at New York 4 40 P. M.

Leavelerie at 10 25 A. M., arrive at New York 10 10. A. M. Leavelerie at 10°20 A. M., arrive at New York 10°10. A. M. Elegant Sieeping Cars on all the night trains. For information respecting passenger business, apply at corner THIETIETH and MARKET Streets, Phila. And for freight business, of the Company's Agents, S. B. Kingston, Jr., corner Thirteenth and Market strents, Philadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. R. R., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila. H. W. GWYNNER, General Ficket Agent, Phila. 115 A. L. TYLER, General Sup., Erie.

FOR NEW YORK, VIA RARITAN AND DELA-WARE BAY BAILBOADS.—From Ferry foot o VINE Street, Philadelphia. 6 P. M.—Freight for New York, and points North or

East. 11 A. M -- Way Freight.

East.

II A. M — Way Freight.
Goods delivered at company's Denot, No 320 N.
WHARVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5 o'clock nextmorning.
Freight received at Pier No. 32 North River, N. Y., by 436 P. M., will be ready for delivery in Philadelphia early the following morning.
FARE TO NEW YORK, TWO DOLLARS.
Ticket Office, Vine Street Ferry.
For in ther information apply to Company's Agenta R. H., CHIPMAN, Freight Office and Depot, No. 520 N. WHARVES, Philadelphia.
J. B. bufft, Pier No 32 North River, foot of DUANE Street. New York
Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESSUT Street.
General Freight Agent, Red Bank, N. J.
Superindendent, Red Bank, N. J.
T. BRENT SWEARINGEN,
General Freight Agent, Red Bank, N. J.
T. BRENT SWEARINGEN,

RARITAN AND DELAWARE BAY RAIL-

BOAD. On and after December 13, 1866, trains will run dally, Sundays excepted from Cooper's Point, Camden, opposite VINE Street Ferry as tollows:—
11:30 A. M. Way Freight for all stations; passenger Camden, opposite the Science of Stations; passenger II:39 A. M. Way Freight for New York; passen 8:10 P. M.—Through Freight for New York; passen ger car attached.

Freight received in Philade phia at the Company's warshouse No. 520 N. DELAW RE Avenue, until 8 o'clock P. M., reaching New York carry next morning. Freight boat leaves per No. 22. North river, New York, foot of DUANE Street, daily, Sundays excepted, at 5 P. M., leaching Philadelphia and the II A. M. train from New York, are discontinued.

The D. A. M. train from Philadelphia and the II A. M. train from New York, are discontinued.

General Freight Assent, Red Bank, N. J. R. H., CHIPDAN Agent, Superintendent, Red Bank, N. J. R. H., CHIPDAN Agent, So. 339 K. DELAWARE Avenue Philadelphis

RAILROAD LINES.

DRILLADRIPHIA, WILMINGTON AND BALACE

DRILADELPHIA, WILMINGTON AND BAIME

More Railroad.

Commencing Monday, December 24, 1886.

Washington avenue, as Boilows.

Express Train at +15 A. M. (Mondays excepted), for Baitimore and Washington stepping at Chester, Wilmington, Newark. Ekiton, Northeast, Perryvilla, Magnolia, Chase a and Stammer's Ran.

Way-Mail Train at 3:30 A. M. (Sundays excepted), for Baitimore, stopping at all regular stations. Connecting with the Delawate Railroad at Wilmington for Cristeld and intermediate stations.

Express Train at 11:45 A. M. (Sundays excepted), for Baitimore and Washington.

Express Train at 11:45 A. M. (Sundays excepted), for Baitimore and Washington, Stopping at Chaster, Thurlow, I lawood, Claymont, Wilmington, Newark, Sikton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia Chase's and Stemmer's Bun.

Night Express at 11 (daily) P. M. for Baitimore and Washington. Connects at Wilmington with Delaware R. R. Line (Saturdays excepted.) stopping at Middictown, Smyrna, Dover, Harrington, Seaford, Sallsbury, Princess Anne, and connecting at Cristels with boat for Nortolk, Portsmouth and the South, Passengers by boat from Baltimore for Fortree Monroe and Norfolk will take the 11:45 A. M. teals.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 17:30, 4, 6 and 11:20 (daffy) P. M. The 4-P. M. train connects with the Delaware Wilmington.
Leave Philadelphia at 12°30, 4, 6 and 11°30 (dallys P. M. The 4 P. M. train connects with the Delawara Railroad for Militera and intermediate stations. The 5 P. M. Train runs to New Castle.
Leave Wilmington 7°15 and 8°30 A. M., 3 and 6°36 (dally) P. M. GP. M. Train runs to New Castle.

Leave Wilmington 7:15 and 8:20 A. M., J and 6:20 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Bailimore at 7:25 A. M. Way Mail: 7:35 A. M.,

Express: 1:16 P. M., Express: 6:35 P. M., Express: 8:25 P. M., and 5:38 P. M.

Trains for Baltimore leave Wilmington at 5:23 and 10 A. M., and 5:38 P. M.

SUNDAY TRAINS FROM BALTIMORE.

Leave Baltimore at 8:25 P. M., stopping at Havre-de-Grace, Perryville and Wilmington. Also, stops at Elkton and Newark (to take passengers for Philadelphia, and leave passengers from Washington or Baltimore) and at Chester to leave passengers from Baltimore or Washington.

Through Tickets to all points West. South and Southwest, may be procured at the Ticket Office, No. 8:28 CHESNUT Street, under the Continental Hotel. Persons purchasing tickets at this Office can have their baggage texpress.

H. F. KENNEY. Sup't.

PENNSYLVANIA CENTRAL RAILROAD,—WINTER ARRANGEMENT.

WINTER ARRANGEMENT. The trains of the Pennsylvatis Central Rallroad leave the Depot, at THI TYV-FIRST and MARKET Streets, which is reached directly by the cars on the Market Street Passenger Rallway. Those of the thes nut and Walnut Street Rallway run within one square of it.

On Sundays the Market street cars leave Front and Market streets 35 minutes before the departure of and market street as all the second of the cach train.

Mann's Bagrage Express will call for and deliver baggage at the depot. Orders left at the Office, No. 632. Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:-

ay. Philadelphia Express leaves daily. All other trains ally, except Sunday. Passengers by Mail Trian go to Williamsport with-nt change of cars, and arrive at Lock Haven at \$18 M. Passengers by Mail Train go to Carilsle and Cham-

Passengers by Mail Train go to Carlisle and Chambersburg without change of cars.

Steeping Car Tickets can be had on application at the Ticket Office, No. 631 Chesnut street.

TRAINS ARRIVE AT DEPOT, VIZ:—
Cincinnati Express. at 7:10 A. M., Philadelphia Express. at 7:10 A. M., Paoli Accom, Nos. 1 and 2. 820 A. M. and 7:10 P. M., Paoli Accom, Nos. 1 and 2. 820 A. M. and 7:10 P. M., Parksburg Train at 12:40 P. M., Lancaster Train at 12:40 P. M., Lancaster Train at 1:30 P. M., Day Express. at 5:30 P. M., Day Express. at 5:30 P. M., Harrisburg Accommodation at 9:50 P. M., Philadelphia Express strives dally, except Monday.

Will leave as follows:

Atel A. M., vin 645 PM. and 12 P. M. (Night) vin Kensington and Jersey City Express Lines, Fare \$100.

The 645 P. M. line will run dally. All others Sundays At 739 and H A. M., 3, 330, 430, 5, 645 P. M., and B Midnight, for Bristol, Trenton, &c., and at 1945 A. M. for Bristol. At 7:30 and 10:15 A. M., S. 4:50, 5 and 12 P. M. for Schencks.

At 10-15 A. M., 3, 5 and 12 P. M. for Eddington.

At 7-3a and 10-15 A. M., 3, 4, 5, 6 and 12 P. M., for Cornwells, Torrisdale, Holmesburg, Tacony, Bridesburg and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

At 10-15 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissing-

BELVIDERE DELAWARE RAILROAD, For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes, dally, Sundaya excepted, from Kensington Depot as follows: At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk. Canandaigua, Elmira, Ithaca, Owego, Rochester Binghamton, Oswego, Syracuse, Great Bend, Mont-rose, Wilkesbarre, Scranton, Strondsburg, Water Gap. 107'30 A. M. and 2'30 P. M. for Belvidere, Easton, The 3-20 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.

At 5 P. M. for Lambertville and intermediate Stations.

WM. H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-Pristown Railroad.
TIME TABLE.
On and after Thursday, November 1, 1866, until fur-

On and after Thursday. November 1, 1866, until further notice,

FOR GERMANTOWN,
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 215, 345, 4, 5, 545, 6, 10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown, 6, 7, 73, 8, 820, 9, 10, 11, 12 A. M.,
1, 2, 3, 4, 446, 6, 630, 7, 5, 9, 19, 11 P. M.
The 820 down train and 245 and 545 up trains will not stop on the Germantown branch.

CN SUNDAYS.

Leave Philadelphia at 915 A. M., 2, 7, 1945 P. M.
Leave Germantown at 815 A. M., 1, 6, 245 P. M.
CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 245, 345, 480, 540, 640, 840 and 1840 P. M.

Leave Chesnut Hill at 710, 8, 940, 140 A. M., 140, 340, 540, 640, 840 and 1840 P. M.

Leave Chesnut Hill at 720 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 750 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 740, 8, 10, 12 A. M., 120, 340, 340, 540, 640, 840 and 1840 P. M.

FOR CONSHOHOCK EN AND NORRISTOWN.
Leave Philadelphia at 6, 835, 1105 A. M., 120, 3, 421, 520, 615, 848 and 1120 P. M.

Leave Norristown at 340, 7, 750, 9, 11 A. M., 120, 432, 615 and 8 P. M.
The 520 P. M., train will stop at School Laue, Wissablekon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS. only. ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 230 and 645 P. M.

Leave Norristown at 7 A. M., 5 and 8:30 P. M.

Leave Philadelphia at 6. 8:35, 11:05 A. M., 1:30, 2, 4:30, 5:30, 6:15, 8:35 and 11:30 P. M.

Leave Philadelphia at 6. 8:35, 11:05 A. M., 1:30, 3, 4:30, 6:30, 6:15, 8:35 and 11:30 P. M.

Leave Manayank at 6:10, 7:30, 8:20, 9:30, 11:30 A. M., 2, 8:45 and 8:30 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2:30 and 6:45 P. M.

Leave Manayank at 7:20 A. M., 2:30 and 9 P. M.

W. S. WILSON, General Superintendent,

Depot. NINTH and GREEN Streets.

WEST JERSEY RAILROAD LINES, FROM W EST JERSEY RAILROAD LINES, FROM
Rot of MARKET Street (Upper Ferry).

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millville, and all intermediate
stations, at 8 A. M., Mall., 930 P. M., Passenger.
For Woodbury, 8 A. M., 930 and 6 P. M.
For Cape May, at 930 P. M.

RETURNING TRAINS LEAVE
Woodbury at 7:15 and 8:40 A. M., and 4:04 P. M.
Bridgeton at 7:05 A. M. and 3:05 P. M. Freight, 6:50 P. M.
Salem at 6:50 A. M. and 3:05 P. M. Freight, 6:50 P. M.
Cape May at 11:45 A. M., Passenger and Freight.
Freight will be received at First Covered Wang
above Walnut street, from 9:00 A. M. smill 5:00 P. M.
That received before 7:00 A. M. will go through the same day
Freight Delivery, No. 228 B. DELAW ARE Avenus.

1:18

WILLIAM J. SEWELL, Superintendent.

Good for 2000 miles, between all points, at \$52.50 each, special contract.
For further information, apply to
JOHN C. ALLEN, Ticket Agent,
No. 631 CHESNUT Street.
SAMUEL H. WALLAGE.
Ticket Agent, at the Depot.
An Emigrant Train runs daily, except Sunday. For
ill particulars as to fare and accommodations, apply
FRANCIS FUNK, No. 137 DOCK Street. FOR NEW YORK,—CAMDEN AND AMBOY AND Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as ket sireet, upperferry. LINES FROM KENSINGTON DEPOT